

Working with many partners

WisDOT has accomplished much to ensure a safe, effective and efficient transportation system. However, the department by no means accomplished these tasks alone.

The high quality of Wisconsin's transportation system is the result of efforts by many partners who work with WisDOT every day in many different endeavors. These partnerships extend to both the public and private sectors, and demonstrate the teamwork that will be needed to ensure a top-notch transportation system for the future.



Contractors share the load and deliver the goods

Each year, WisDOT oversees around 400 construction projects on highways and bridges – a task complicated by Wisconsin's ever-changing climate and short construction season. Last year, 50% of all design and construction management work was "outsourced" to private contractors, allowing WisDOT to deliver an ever growing program.

In the 1990s, Wisconsin became one of the first states in the nation to incorporate a warranty specification in selected highway construction contracts. The warranty program gives contractors greater flexibility in the use of innovative materials and construction technologies. In return, they accept liability for future pavement performance - guaranteeing that a road will perform as promised.

The first warranted pavements in Wisconsin were built in 1995 and are now coming up for warranty review. Preliminary indications are the highways are performing as well as or better than pavements constructed under traditional contracts.

To ensure that all in the private sector can contribute to the transportation system, WisDOT has extended and increased opportunities to disadvantaged businesses and workers to participate in contracts.

Counties maintain the roads

Through a unique partnership with WisDOT, county highway departments perform the majority of general and winter maintenance activities. Approximately two-thirds of WisDOT's entire highway maintenance program budget is spent on county service.

This public-public partnership is one of only a few of its type in the country and helps ensure safe, year-round mobility while avoiding costly duplicative services.

Keeping roads beautiful

The Adopt-A-Highway Program utilizes community volunteers to collect recyclables and keep trash from accumulating along highways. In 1999, the 1,486 groups in the Adopt-A-Highway program removed 385 tons of litter from state highways.

Besides being unattractive, noxious weeds along highways can threaten native vegetation and agricultural crops. WisDOT has enlisted the help of private contractors to apply herbicides and pesticides, eliminating the need to retain workers certified in handling large quantities of chemicals.

Disabled workers maintain rest areas

Wisconsin's waysides and rest areas are nationally recognized for their high quality and scenic beauty. Disabled workers are employed by local Community Rehabilitation Programs to provide day-to-day maintenance at many of these facilities.

Along with ensuring the high quality of these roadside facilities, this program provides



employment for disabled individuals who may have limited opportunities.

Citizens provide input

Wisconsin works hard to make sure transportation investments meet citizen and community needs.

In 1994, WisDOT adopted a comprehensive transportation plan called Translinks 21. The planning process provided an unparalleled opportunity for the citizens of the state to be directly involved in shaping their transportation future.

WisDOT held close to 200 meetings throughout the state and talked to over 10,000 customers who shared their needs, priorities and ideas. Since then, WisDOT has asked stakeholders for help in developing additional plans for each transportation mode.

WisDOT is also seeking to provide additional opportunities for citizen input on transportation projects. A new approach seeks input at the start of a project's development to allow stakeholders to assess the needs and forward their own innovative solutions.

This model was successfully used to study improvements in the area of Madison's West Beltline and Verona Road and is currently being used to determine the best way to reconstruct the Marquette Interchange in Milwaukee.

WisDOT's many partners